

INTIMATION

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

We take this opportunity to state that our

AERATED WATERS

are made solely with the water procured from the Government Tylam Reservoir, and specially filtered in large storage filters on the best scientific principles.

Our AERATED WATERS are thus

ABSOLUTELY PURE,

and consumers of them may feel themselves quite secure against contracting Cholera by liquid agency, which it is comparatively easy to do by drinking impure water.

A. S. WATSON & CO.,
LIMITED,AERATED WATER
MANUFACTURERS

THE HONGKONG DISPENSARY.

[31]

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to the Editor. Correspondents must forward their names and address with communications addressed to the Editor not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only. No anonymous signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press. Codes: A.B.C. 5th Ed. Editor.

P.O. Box, 58. Telephone No. 12

MARRIAGE.

On the 16th July, at the Church of St. Stephen the Martyr, Avenue Road, Bogen's Park, by the Rev. Frederick Hopkins, of Haddon Hill, Vicar of Holdenhurst, Haute (Father of the Bridegroom), assisted by the Rev. James Halliburton Young, Rector of St. Edmund, Suffolk, Farnham, Jamaica, to Gwendolyn Caroline, youngest daughter of the late Arthur Wellesley WALKER, of Fochow, China.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CH.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 19th August, 1902.

The question of the morality of the opium traffic is one which is likely to exercise many good people for a long time to come, and in Hongkong we get frequent reminders from home of the efforts being made there to stop the trade, in the shape of pamphlets from the anti-opium party. Since, however, the finding of the last opium commission appointed by the British Government was such that it could but little please those who would totally abolish the manufacture and export of the drug from British possessions, and since it is impossible for the sensible man to condemn utterly the production of opium while neglecting a subject which touches England itself more nearly, the importation of far more harmful preparations of alcohol into savage or semi-civilised countries, we may plead justification for considering the opium trade as a fact and not in the light of a subject for moral consideration. A point has arisen in connection with the opium-trade in China which cannot be neglected by those interested in British commerce here. It must be remembered that the trade in opium is entirely a British trade, and that the Indian Government is very largely interested in it. In 1885 what is known for short as the "Opium Convention" was signed at London between Britain and China, being really additional articles to the Chefoo Convention of 1876, which was only finally ratified in 1886. These articles took particular notice of the opium trade and

laid down certain regulations with regard to the import and sale of opium brought into China. The matter is brought up by the raising from this month onward of the import and sale duties by 100 per cent, \$400 being now charged when formerly the imports amounted to \$200. Now the fifth of the additional articles to the Chefoo Agreement, above mentioned, reads as follows: "The Chinese Government undertakes that when the packages shall have been opened at the place of consumption the opium shall not be subjected to any tax or contribution, direct or indirect, other than or in excess of such tax or contribution as is or may hereafter be levied on native opium." Canton, Swatow and other coast places are the treaty ports to which the opium passes through Hongkong, but they are not of course the places of consumption of all the opium sent to them. The packages of foreign opium are opened at the shops and opium-divans at the various inland towns, etc., where the drug is sold and smoked. The native drug is also sold and consumed at these same shops and therefore by the treaty clause to which we have referred should be equally taxed. To charge an additional tax on the foreign drug at Canton, Swatow, and other ports is contrary to the treaty. But naturally the Chinese Government would find it of enormous difficulty to levy the tax at places of consumption and on the native as well as the foreign drug. Very little money would be likely to reach Peking after deducting the provincial "squeeze" and the extra cost of collection. It is far easier (except in so far as Great Britain is likely to interfere on treaty grounds) to levy a double tax on the foreign drug, while we do not know that the duties on the native production have actually been raised. There can be no doubt that a violation of the 1885 Convention has been committed, and now when a new treaty is being negotiated it is time to take note of the fact and come to a definite agreement in the matter. If China is to differentiate in the way described above against the foreign, that is the British-grown, drug, let us have the terms set out in black and white. A tacit violation of a treaty without protest from the losing party can only have a bad effect on the Chinese official mind.

H.M.S. *Rinaldo* went out on a cruise yesterday.

The visitors to the City Hall Library and Museum last week were 161 non-Chinese and 40 Chinese to the former, and 51 non-Chinese and 1,452 Chinese to the latter institution.

We have received a copy of the "Annual Review" issued by the *Daily Commercial News* of San Francisco. It is well printed and extensively illustrated, and is a very complete record of the trade and development of San Francisco during the past year.

Admiral Borresen and Commander Rosengren, of the Norwegian Navy, have both been sentenced by a court-martial to 20 days' imprisonment and a fine of \$20 for having shown negligence in recent naval manoeuvres, whereby the ironclad *Edvard* went ashore.

The first prize at the St. Louis Exposition airship contest will be \$20,000. The competition is over a ten miles "U" shaped course at more than twenty miles an hour; \$10,000 is offered in minor prizes. Each competitor pays \$250 which is refunded when an apparatus considered satisfactory by the committee has been installed.

Mr. Arthur Manners had a narrow escape yesterday afternoon about 3.30. He was going across to Kowloon by the launch when he accidentally fell overboard, and in doing so struck his head against the side of the boat. The blow stunned Mr. Manners, and Mr. F. R. John, seeing his condition, jumped overboard and saved the drowning man.

The crew of H.M.S. *Orlando*, on their arrival at Portsmouth to pay off after serving a commission on the China Station, were presented with the Medal for the China war, the decorations being distributed by Mrs. Colomb, wife of Admiral Colomb. Their son, Commander Philip H. Colomb, is in command of the vessel, Captain J. H. T. Burke, C.B., having died on the way home.

The death of the afflicted Earl of Arundel gives a pathetic added interest to the great Roman Catholic Cathedral which the Duke of Norfolk is building at Norwich. It was originally designed, in the Duke's own phrase, as "a thank-offering to God after my most happy marriage." But when the nave was completed and opened by Bishop Headley another purpose was associated with it. "This noble church," said the Bishop, "was the offering of the piety of one whom we pray God to bless. When he planned and offered it, it was a thank-offering for happiness. But since then God had manifested His holy will in visitation and sorrow, and the founder hopes, in this offering, for God's blessing upon those who are near and dear to him." Building is now proceeding on the chancel and choir; and the finished Cathedral will be associated with the memory of the Duke's dead son.

The U.S. Treasury Department has decided that the immigration laws of the United States apply to native residents of Philippine Islands and Porto Rico entering the States.

Strikes among Filipino laborers still continue, says the *Manila Freedom*. By the time one class of workmen are satisfied, and induced to return to their labours, another goes out. Conditions will continue to be unsettled until action is taken towards admitting Chinese labour.

The Admiralty have withdrawn the clause fixing the minimum age of 35 for promotion of engine-room artificers to warrant rank, and have reduced the qualifying service for promotion from ten to eight years, thus making engine-room artificers eligible for promotion to warrant rank at the age of 29.

A Swedish mechanical engineer by the name of H. Hermann, who was employed in the Cammings's Rice Mill at Apalit, Pampanga Province, P.I., was shot and killed at that place by the municipal police, acting under orders of the municipal secretary whom Hermann had previously wounded. Enquiries into the affair are being made.

Mrs. Alexander Hector, better known to the novel-reading public as Mrs. Alexander, died last month at the age of seventy-seven. She was born in Dublin in 1825, and was educated in that city and in France. Most of her popularity was won by such books as *Which Shall I Be?*, *The Woeing of Her Dearest*, *For the Love of the Prince*, *A Choice of Evils*, *A Missing Heir*, *The Yellow Fiend*, and *Brown, V.C.* were among her later works.

When Lord Kitchener was returning to England in 1899 he was very anxious to arrive in time to hear the House of Commons debate on the Sudan. He was on the point of embarking at Alexandria, not at that time in quarantine, when driving to the quay he heard that three cases of disease had broken out in the town. His companions said, "All right, it is not in quarantine." "It will be," rejoined Lord Kitchener; and forthwith he turned the cab about, travelled to Port Said, and took a steamer to Fiume. Even these some difficulties were made, but, finding a manœuvre on its way in the same boat, a gift from the Mikado to the Emperor of Austria, Lord Kitchener represented that the animals would die if kept back, prevailed and went on; he attended the races at Vienna, and arrived in London in excellent time.

Mr. Stead of the *Review of Reviews* is always amusing. Here is a paragraph from his pen upon the Boer War, headed "Improving upon Ahab": "When Ahab and Jezebel had killed Naboth and taken possession of his vineyard, they did not hold a solemn religious service to thank the Lord of Hosts for having assisted them in their policy of annexation. Clearly 'they did not know anything down in Judea' or thereabouts. Anno Domini 1902 we have improved upon these poor benighted heathen, who, having killed and taken possession, were there with content, until the prophet Elijah rudely disturbed their complacency by some very pertinent remarks. Last month, having at last succeeded, after doing to death some fifty thousand of our fellow-creatures, in taking possession of the Boer Republics, we all went to church—the King and Queen leading the way—to thank God for our victories and to politely ascribe to the Prince of Peace the glory of our conquests. A few faithful Abdiels here and there refused to blaspheme, and thanked God for Peace without compromising themselves by any condonation of the war. But the majority swelled the song of loud thanksgiving over slaughtered men, while one conspicuous Free Church preacher disgraced his pulpit and his manhood by vulgar abuse of our vanquished foes.

There is an interesting article in the *North American Review* on the personal influence of the Kaiser. Apart altogether from what he is able to do indirectly through the Bundesrath and the Reichstag, he has the "Military Cabinet"—a bureau under his exclusive control, whose mission it is to supply him daily, by regular verbal or written reports, with that wealth of personal details about his Army, and especially about the corps officers, which enables him to know at all times the exact spirit and degree of efficiency noticeable in each regiment, and which lends to his personal relations with the Army a spice of intimacy and comprehensive knowledge which is of enormous value. It is said that the Kaiser knows personally half of the 25,000 officers in his Army. The "Naval Cabinet," whose scope of duties is similar, is largely responsible for his intimate knowledge of the German Navy. But it is the personal influence of the Kaiser which is most potent. "His forceful personality simply compels attention. For years after his accession millions of Germans stood aloof, ignoring his kaleidoscopic activity, and finally believing that after he had 'sown his wild oats,' and after the novelty of the situation into which he had been summoned so unexpectedly had worn off, he would cease his protean interference in every phase of public life. But these would-be 'indifferents' were forced to abandon their attitude. It is this sensational side of the Emperor's influence, probably more than any other, which has been, and is still being, felt most strongly. Into every political campaign in Germany he has thrown firebrands in the shape of motions, rath and apt sayings, sarcastic allusions, or ironical remarks to his adversaries. Every weapon of warfare has been successfully employed by him.

Mr. William Jennings Bryan, in an interview in Iowa, said he was not seeking the candidacy for the U.S. Presidency, but would accept of the duties of the Democracy.

Disunity is reported to be so bad in the Vinh Long and Saïgon districts of French Indo-China that Saigon merchants are advertising that they will give rewards to whoever is instrumental in causing the arrest of any of the culprits.

An unconfirmed rumour has reached Bangkok that the Shan dacoits have entered Chiengmai. However, no telegraphic communication was existing between North Siam and the capital, the Shans having cut the wires on the 8th instant. It is also circumstantially reported that the Shans have captured Lakon Lampang, causing Mr. Leowens and a party of Europeans to fly for refuge to Chiengmai. Siamese troops are advancing on Lakon. The *Bangkok Times* of the 8th inst. says: "The worst news of which one can be certain to-day, is that the river, which was rising, has fallen again, and there is no water north of Paknam-pok. That means a delay of probably ten or twelve days in the advance of the troops. One need not point out how serious that may be."

Sir Harry Johnston writes in his new book *The Uganda Protectorate*: "Cannibalism lingers in the western corners of the Protectorate; while the natives of other parts are importing tinned apricots, or are printing and publishing in their own language summaries of their past history. This is the country of the okapi, the whale-headed stork, the chimpanzee, and the five-horned giraffe, the rhinoceros with the longest horns, and the elephants with the biggest tusks." Sir Harry Johnston is almost enthusiastic about Uganda, but admits its drawbacks. He says in one place: "Hitherto in these descriptions I have had difficulty in restraining language within the limits of reasonable enthusiasm when describing the scenery and colour. The reverse of this pleasing aspect of the Uganda Protectorate is the almost constant presence of mosquitoes (though these can be to a great extent banished by clearing away the bush), the danger of severe attacks of malarial fever, and, lastly, the thunderstorms."

A correspondent signing himself "Yellow Flag" writes to the *Calcutta Englishman*:—"Can anyone inform me what is the use of the so-called 'Treaty Port,' Yatang? I believe a missionary-lady lives there as does also a Chinese custom official (under Sir Robert Hart), but as is well known it is a farce as a trade centre, since the Tibetans will not 'trade' so close to the confines of this country, but prefer to do all the trade there is to be done at Kalimpong. Why, therefore, is Yatang kept up? The Chinese Customs official might hint the Chinese flag on a bit of land, nearer civilisation. Her Majesty the Empress of China might save a lot of money by disbanding the Chinese Regiment at Yatang, and the Jeylop Pass, as before, would be the boundary. At the same time it is a pity the Chambi Valley was not added to Sikkim after the last expedition." Now in the last L.M.C. trade report—for 1900, for that for 1901 has not yet appeared—Mr. V. C. Henderson wrote:—"Since the opening of Yatang as a trade mart the trade has hitherto year by year shown a consistent and satisfactory increase on its own small scale." Mr. Henderson goes on to explain that the combination of unsettled times with local visitations of disease (including foot-and-mouth disease among the yaks) caused a not much in 1900, which must in no way be taken as a criterion of the trading possibilities with Tibet. Only eight Europeans visited Yatang in 1900.

THE HEALTH OF HONGKONG.

The year's plague figures at noon yesterday, after the addition of one fatal Chinese case in the past two days, stood at 545 cases (6 Europeans, 530 Chinese, 19 other Asiatics), 533 deaths (4 Europeans, 514 Chinese, 15 other Asiatics).

Last week's figures for communicable diseases in the Colony were:—Plague, 12 cases (Chinese), with 12 deaths; cholera, 21 cases (Chinese), with 19 deaths; enteric fever, 1 European case; proserpal fever, 1 Chinese case.

R. G. A. J. N. C. O. S. R. & F. AMUSEMENT CLUB.

The members of the above Club—through the courtesy of its Hon. President, Lt. Col. B. F. Johnson, C.M.G., R.G.A.—held the second of their series of summer outings on the 14th inst. in a most enjoyable launch trip up the Canton River. Particularly fortunate, after the long spell of heavy rain, in having magnificent weather, a delightfully cool breeze tempering the sun's force rays, the change from the confinement in the close and oppressive atmosphere of Hongkong, to the scene—

"Where the rugged hills from the gorges rise,
And the sea lies around by smiling skies,
And the wild bird 'loft o'er the mountain flies."

was all the more appreciated. After a short stay on shore, during which various kinds of sports were indulged in, and an *à fresco* meal partaken of, the return trip was made to "The Island of the Fragrant Breeze." On the return voyage, a smoking concert was held at which the following men and women took part:—Cpls. Chinnery, Makin, Ridley, and Crawley; Bombas. Matthews, B.H.A. Bullen, Maitland, Moly, Maitland, Reid, and Harry B.C.A. and J. O. McArthur, J.R. Other fifty members were present. —*Continued.*

TELEGRAMS.

REUTERS SERVICE.

LONDON, 16th August.

THE TRANSFER OF TIENTSIN.

Tientsin has been formally transferred to the Chinese by the representatives of the allied Powers.

AN OPPORTUNITY FOR KENSIT. His Majesty King Edward has presented a golden crucifix to Westminster Abbey.

ARRIVAL OF BOER GENERALS. The Boer generals Botha, De Wet, and Delarey have arrived at Southampton, where they were enthusiastically cheered.

THE NAVAL REVIEW AT SPITHEAD. The Coronation review of the fleet took place to-day at Spithead in glorious weather. One hundred and eight British warships were assembled, commanded by six admirals. The sight was superb, and intensely impressive.

DEFICIENT RAINFALL IN INDIA. The rainfall is deficient throughout the greater part of India, both monsoons being considerably below the average. Prospects are becoming very gloomy.

ADMISSION OF A LAWYER.

On Saturday, on the application of Mr. E. H. Sharp, K.C., the Chief Justice (His Honor W. Meigh Goodman) approved and admitted Mr. Francis Paget Hett an attorney and proctor of the Supreme Court of Hongkong. Mr. Hett, who is a Solicitor of the Supreme Court of Judicature in England, was formerly with Messrs. Collyer, Bristow, and Co., of Bedford Row, London, as corresponding clerk, and latterly with Messrs. Grover, Humphreys and Son, of No. 4, King's Bench Walk, Temple, London, as manager. Mr. Hett has recently come to this Colony to the firm of Messrs. Monsey and Britton, solicitors.

RELIGIOUS TROUBLES IN THE PHILIPPINES.

There is insurrection to the Papal authority among Filipino Catholics, and the Union Querra Democrats have gone so far as to form a Filipino Catholic organisation outside of the authority of the Church of Rome, name a Bishop or rather President for the Philippine islands, and Bishops for each province, all of whom are renegade Catholic priests. The hon. orary presidents of the new church are Governor Taft, Emilio Aguinaldo and Commissioner Tavera. The Bishop or President of the Philippines is the former notorious renegade priest, Father Gregorio Aglipay, the Executive President, Pascual Poblete. The Pope is to be defied if he will not recognise this as the Catholic Church in the Philippines. The churches are to be taken from the Spanish priests and friars, and a general revolution of religious affairs is to take place. —*Manila Freedom.*

CORRESPONDENCE.

We do not hold ourselves responsible for the opinions expressed by our correspondents.

THE FORTHCOMING RACE MEETING.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 18th August.

Sir,—There have of late been so many opinions expressed on the subject of our forthcoming race meeting through the medium of your columns, that I imagined the topic was now exhausted. I must, however, admit to be allowed to add one more to the already large number of letters, on hearing that programmes for our next meeting were being drafted by individuals whose interests in the matter may not be in harmony with the rest of the racing community, especially in such respects as the allowing and distribution of races and prizes for the old wagers and China ponies, in proportion to those for the griffin wagers and China ponies. I do not speak of the old ponies in a sense prejudicial to their claim for having more races, etc., but I would like to point out one item, and that is how many there are in the Colony who subscribe for an animal now, and yet have not the slightest idea whether they will be here for the next meeting, or not. I therefore maintain that we race for the present, and there being, as the saying goes, no time like the present, I think the encouragement in the matter of races and prizes should be in a far greater proportion to the griffin than to the old ponies. Trusting I have not trespassing too much on your valuable space.—Yours, etc.,

LATEST STEAMER MOVEMENTS.

The C.P. steamer *Empress of India* arrived at Shanghai on 15th inst. on the 15th inst., and will sail for Hongkong on the 16th inst. The *Empress of India* will sail for Hongkong on the 16th inst. The *Empress of India* will sail for Hongkong on the 16th inst.

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SUPREME COURT.

Monday, 18th August.

In Criminal Sessions.

Brown, for the Crown, v. Moore, Goodman, (Crown Prosecution).

The case was heard by the Judge, Mr. Justice, and the jury.

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HALF-YEARLY MEETING.

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The ordinary half-yearly meeting of shareholders in the above Company was held yesterday at the offices, Queen's Buildings, Mr. D. E. Brown (chairman) presided over a large attendance, among whom were Messrs. N. A. Siebs, J. H. Van Buren, Hon. C. W. Dawson, Messrs. G. S. Hart, R. M. Shanks, H. H. Henry, J. L. Hon. B. Sheehan (directors), W. B. Dixon (chief manager), and G. A. Caldwell (acting secretary). J. Anderson, A. S. Anton, A. F. Arculli, T. Arnold, R. Becker, H. E. Carmichael, G. de Champeaux, K. A. Chinyo, Cho Hong Ki, W. E. Clarke, W. C. Crutchkahn, H. M. S. H. Emmell, A. R. Esbecki, E. George, A. G. Gabby, C. S. Gubray, David Heskell, John Hastings, H. H. Hinds, Ho Koo, Ho Kim Tong, W. E. Humphreys, Earl Buck H. Jensen, E. S. Joseph, M. Joseph, S. A. Joseph, Lam Kin Tan, J. J. Lewis, Lee Teo Sab, Lo Cheung Shiu, Lo Ping Shek, I. P. Madar, H. A. Meyer, J. R. Michael, M. Michael, M. H. Michael, S. H. W. Michael, E. Mitchell, G. W. C. Pemberton, P. O. Potts, T. H. Reid, J. C. de Nemedes, C. Richards, Alexander Ross, Charles H. Ross, Capt. T. Rowan, Hon. C. L. Sharp, A. Sharp, A. H. Skelton, J. Koch, H. Slade, H. St. John, Wm. Southworth, W. H. Wickham, W. G. Winterburn, P. Withokway, Wong Cheuk Yau and Wong Ki Sam.

The notice calling the meeting having been read,

The CHAIRMAN said: Gentlemen: Before commencing the regular business of the meeting, you will all, I feel sure, wish to join with the Board and employees in recording an expression of deep regret which we all feel at the untimely death of our late chief manager, Mr. David Gillies, so long and so closely identified with us. The report and accounts heretofore printed and in your hands for some time, I will with your permission take them as read. Your directors much regret that the figures they have to lay before you show such a falling off in the net profit for the first six months of the year, being only \$373,460.56, as compared with \$469,000.00 for the corresponding period of last year. Adding the large amount of \$420,119.59 brought forward from last account, the amount available for appropriation after deducting directors' and auditors' fees is \$787,830.45, and the Board recommends this amount to be distributed as follows:—That a dividend of 10 per cent. and a bonus of 2 per cent. for the half year, absorbing \$108,000.53, be written off the value of Kowloon Docks, \$40,676.92 from the Cosmopolitan Dock, and \$1,755.59 from floating plant, absorbing \$519,437.76, leaving to be carried forward \$268,392.60, or about \$180,000 less than was brought forward from last year, and we trust this division of profits will be acceptable to shareholders, inasmuch as, while it may possibly be a surprise to many, it is nevertheless true, that, in the previous half year, the net profit was \$469,000.00. Regarding the large appropriation to shareholders, the largest ever paid in the history of the Company. The amount written off will leave the Kowloon Docks standing in our books at \$1,750,000, or \$50,000 more than on the last July last; the Cosmopolitan Dock at \$300,000, the same as on that date; and our floating plant, adding the dredger Canton River, our new steam lighter and one launch, at \$205,000, as against \$88,593 at the end of last year. The dividend for the half year, \$108,000.53, is unusually marked during the six months under review, but it was not altogether unexpected as my predecessor at our meeting on February 24th last pointed out to you that the enormous increase of work brought to us by the Spanish-American War and the disturbances in the North of China had passed away, and that we should have to look to an improvement in the trade of the Far East generally. As far as the loss of net profit, the result of business not being, not, as you all know, so far shown itself, in fact, trade is unusually depressed just now, and we suffer like other people from the relapse, and the general absence of life and lack of demand in business. The heavy fall that took place in the value of the dollar early in the year had also an adverse effect on our earnings, as it is impossible for us to immediately adjust all our charges to the increased rate of exchange. As regards the increase in the value of the dollar, it is true that for some time past the dollar value of our fixed machinery and tools, but this only means that you cannot replace such machinery for the same number of dollars and does not affect your accounts in any way. But in spite of the falling off during the past six months, I am glad to say that prospects do look a little better for the second half of the year which will bring the addition of a new steam-Canton River, the large dredger, of which over 9,000 tons were ordered, and which will be Hongkong; also the substitutes by one of the present Trans-Pacific fleet of two 11,000 ton steamers for two smaller ones now running. We spent, including \$99,000 for our dredger, over \$231,000 on improvements and additions during the first six months of this year, and the benefit of those improvements is even now being felt in the reduced cost of output and in economy generally. It is, I think, fair to say that we are doing as well as could be expected, without wishing to be unduly optimistic, I think it may say that there are some signs that China is encouraging to wake up and throw off her lethargy and indifference to Western methods and ideas, and if the day ever comes when she will succeed in doing this, such an industry as ours will be the first to reap the benefit of the demand for steamers and machinery of such kinds, which we are now working very hard to build up. In reply to a question from one of the shareholders, Mr. J. H. B. Smith, Chairman of the Board, said:—I am glad to report, given practical effect to a very desirable change in the mode of our working by giving special attention to the shipbuilding as distinct from the repair department, and this year marks a new departure in the annals of the Dock Company by our having secured the contract to build and engine entirely out here, a first-class, full-powered passenger liner for the Japan Mail Line, which is now under construction at the Harland and Wolff's shipyard at home. Our new 100-ton steam hammer after having been completed and successfully put to work, has unfortunately been damaged by a heavy landslide from the hill behind the forge. Steps, however, are being taken to hasten the necessary repairs and to prevent a recurrence, which will take several weeks to complete. As regards the proposed new dock, which has been so often discussed, I am glad to say that we have effected a successful meeting of our various dockings capabilities were brought home to us by our inability to secure the docking of H.M.S. *Victoria* in the year 1896, you will have learned from the report that the negotiations with the Government for a site for the dock, which have been going on for more than three years, have now reached a point where we are in a position to acquire the land, and this will be done at a subsequent special meeting to be held in the latter part of October next, and prior to which a general outline of the scheme and our proposals will be circulated among shareholders in ample time for their consideration. It was, as you know,

intended to discuss the question after the close of the present meeting, the reason being that the Government gave us only up to the 15th proximo to decide on the acceptance or otherwise of their offer, but as some shareholders wished for longer notice, we altered our intention in deference to their views, and since that time the Government have in response to a request from us been good enough to extend the time for a further period of three months. Looking at the accounts I see nothing but the usual items, which speak for themselves, though I may remark that your income for 1903, 1904 and 1905, has been £933,392. Last December, has increased to £1,093,850 on 31st June, with another \$300,000 to be added when the present dividend is paid, and will continue to increase as long as we do not put by out of earnings every six months at least as much as we have spent on capital in the interval. Our credit is good, no doubt, but we must not let that fact tempt us to stretch it too far till we get quite out of our depth, and be forced to suddenly call on you for more capital. My speech is possibly longer than usual, but my object is to give you a definite and full report before you. Before moving the adoption of the report and accounts I will be glad to answer, so far as I am able, any questions concerning same.

There were no questions, and the CHAIRMAN moved the adoption of the report and accounts:—
“Hon. C. S. SHARP said—I beg to second the resolution you have just proposed for the adoption of the report and accounts. I feel sure that all present have considered with attention the various arguments and explanations which have been given regarding the losses which seem to have fallen upon loan times, and no doubt as we have in a measure been spoilt of recent years by a succession of ever-improving half-years' workings the present comes as rather an unpleasant reminder that there are ‘downs’ as well as ‘ups’ in business. I do not see, however, why the present little set-back should cause any alarm, as business has admittedly been on the whole a good deal better in the time past, and this Company cannot expect to be exempt from the results of this; but we should not therefore imagine that the good times have gone, to return no more. I am glad to see that the Board proposes a conservative policy in regard to the distribution of profits. I have heard some reports of clamours for a larger dividend, but I cannot think that such can have come from any shareholders, as the interest of the Dock Company at heart, and to its trust the Board will continue to set its face rigidly against any attempts or tendency to ‘milk’ the Company in that way, especially so long as the Company's indebtedness amounts to any considerable sum. I see our old friend the Admiralty Loan shows up this time in an unpleasant light, the dollar amount being about the same as it was quite a time ago, and the interest on it has been considerably and steadily reduced. I recollect quite a number of years ago advocating at one of these meetings the desirability of ransoming the whole amount of the Loan to England, since the Admiralty would not apparently accept repayment of the whole amount at one time, and this course, with the exchange prevailing, would, I think, have saved the Company a good deal had it been adopted, even taking into account the low rate of interest which has since more than been repaid on first deposit. But other people have proposed to move money to the matter of the expropriated New Dock; and I think the Board has taken a wise course in postponing to a future meeting the consideration of this important project, so as to allow the matter to have the full attention and consideration it deserves. I do not propose, therefore, to enter into any discussion of this beyond venturing to remark that times and circumstances have changed, and that with this perhaps the opinions of our shareholders have done likewise, and judging from what one has heard, the project is of a highly debatable nature now. I feel sure that shareholders will give the closest consideration to whatever statements the Board may place before us concerning this matter. I cannot close my remarks without touching on the reference you have made to the very serious circumstances attending the death of our late chief manager, Mr. Gillies. I feel sure that all shareholders, as well as his many friends out here, must deeply regret his end, and the suddenness of it. (Applause.)
“Mr. J. B. MICHAEL rose to propose an amendment to the motion for the adoption of the report and accounts as printed just put to the meeting by the Chairman. My amendment is to the effect that the amount proposed to be written off in respect of the dock estate of £20,000, viz. £210,377.76, be reduced to £169,437.76 and that the difference of \$50,000 be appropriated for an addition to the bonus at the rate of \$1 per share. In formally moving the amendment I beg leave to make a few remarks. Half-year after half-year we have met to listen to the accounts of good stewardship of our vast and important establishments with their great resources. On these occasions we have been told of the difficulties of the directors and management not permitting a distribution of bonuses. Just as reward is liberally given for the successful conduct of our business, so also must criticism—fair and impartial criticism—be expected when good cause is found for grievance on the part of the shareholders. As one amongst a large number of shareholders I desire to ventilate our grievance, and I take this public occasion to make it heard. The past half-year Company's fifth annual report is a poor one for the Company, with all its vast resources. There has been an abnormal shrinkage in the net profits of our business. When good judgment and foresight cannot be taken to ask for small profits we must accept in an equable spirit the ups and downs from which human affairs are never free. But when profits once earned, can be distributed without impairing the efficiency of the Company's work and its future prospects, we naturally feel it a hardship to see dividends of £53,500,000 reduced in this manner by which only posterity will gain at the cost of our own immediate loss. In the accounts before us the directors propose the enormous sum of \$210,437.76, or 59½ per cent. in proportion to the net profit, which is out of all proportion to the total profit, to be written off the value of our property, plant, &c., out of a total net profit of \$375,400.08. It is not fair to ask shareholders to contribute to the loss with the directors in the matter of this appropriation of profits. On the face of it and in the absence of satisfactory explanation, the standard must be sought for in something else than sound business judgment. Now it is generally admitted that the flood tide of the Dock Company's prosperity so far, was attained in the year 1901, when the net profit of £1,053,530.00 was realised for the first half-year. That the amount agreed to for writing down was only \$185,870.71, or 20.45 per cent. in proportion to the net profit. For the first half of the current year the odd tide has set in and our profits have been reduced to \$375,400.08; yet the amount we are seriously asked to consent to for writing down is \$210,437.76, or 59½ per cent. What business or logical argument can be adduced in explanation of this? I am not prepared to say that I do not wish our comprehension to discover, I would like to refresh your memories about the procedure of former years, say from 31st December, 1895, to 31st December, 1897, during which period

one uniform dividend and bonus of 8 and 4 per cent. on the face of the shares, but that the shareholders, notwithstanding the fact that the variation of 50 per cent. took place in our net earnings, *etc.*, between 30th June, 1898, and 31st December, 1897, the figures are—\$569,073 net profit of six months ending 30th June, 1896 and \$268,496 net profit of six months ending 31st December, 1897. Times out of number have we been told that the value of our premises, our stock and materials, and the various other unvalued assets, written down to a figure which at their book-value should afford as a sense of perfect security. Yet the proposition before us does not seem to confirm us in that security; we might have been for all we know living unconsciously in a state of false security after all. This inconsistency of action in proposing to write off variable amounts which has the effect of infusing a want of confidence is not confined to the past and appears to be a constant sense as worthy of stronger condemnation. Shareholders suffer in smaller dividends by this questionable method in the adjustment of our accounts. Throughout the East the Hongkong Dock has been regarded as by far the soundest and the most stable concern where capital might be safely invested. One of the reasons advanced for the sub-division of our shares, I well remember, was to enable small investors to take advantage of the various unvalued assets. Dividends and bonuses were declared which investors, trustees, and all alike had relied upon as likely to have been maintained. Yet we are confronted with a state of affairs reflecting not very creditably upon those who have proclaimed to the world that Dock shares could command an interest that extraneous influences would not severely affect. At one fell stroke we see our dividends and bonuses written down by a matter of 50 per cent. and we are told that the value of our assets depended upon the stability and the power of our Company to keep up a return when once declared and paid. It is not the clamour of speculators I give utterance to; I have no sympathy with such. But if buyers and sellers of shares are taxed with this misnomer in order to ward off any just representation on the part of shareholders, I must admit that members of the Board, who have taken the responsibility and fall within the pale of their condemnation, stand before the public as self-condemned in scrips bearing their own names passing from hand to hand in the Colony. The encircled limits of our business circle disclose many unpleasant facts, which escape observation in large cities. Gentlemen, I appeal to our Board to look up to the magnificent position which our unrivalled Bank—our very own, the Hongkong and Shanghai Banking Corporation Limited, in the Chinese Empire, it is in to-day by reason of action admitting of no wavering principles. True, its earliest history furnishes example not to be copied; but its latter-day management has been such as to make it capable of weathering all financial crises, and no matter what their effects on the balance-sheet its ability to pay uniform steady dividend and bonuses has never been imperilled. As owners of a business, who pay for its proper conduct, shareholders expect to be treated as such. Let us not forget the value of the directorate in Hongkong. They are often too lightly considered, and a desire to elicit information or to throw out a suggestion is not infrequently misconstrued into an antagonism against the directorate. This is destructive of the true interest and propriety of any concern. Now, gentlemen, the confidence in our Dock as a stable concern is shaken. It is an unpleasant truth to admit. There is no getting out of that fact. We cannot but notice that the fact has come up to the attention and made an honest confession that an error of judgment has evoked unlooked for criticism not altogether unmerited. Before I resume my seat, I will make no apology for reiterating opinion to which I would appeal to the directorate to give their earnest consideration. Having regard to the fact that our establishments, our workshops, and our plant are represented in our books at figures for which they could never be replaced, and are variously valued at six or seven times the book value, and that the time has now arrived when, in my opinion, a systematic method of writing down should be adopted once for all. When once adopted, let that system be put in practice as a hard and fast rule, admitting of no departure. It is not for me to say what the exact percentage of our profits should be taken as the "golden mean" for adoption; but that one such can be found, I don't for a moment doubt. As far as no one can be expected to do, it should appeal to you on its own merits. I therefore move that the amount proposed to be written off the value of the Dock establishments, *etc.*, viz., \$219,437.76, be reduced to \$169,437.76 and that the difference of \$50,000 be appropriated for the advance for the bonus at the rate of \$1 per share.

Mr. A. ROSS—I rise to second the amendment. I should have preferred the sitting-down attitude with the uplifting of hands in favour of the report and expressing satisfaction thereat, but I am not going to oppose their passage. But think at the present juncture the directors have hardly treated the shareholders fairly (applause) in cutting down the dividend which they propose to give us. I have never been a clamourer for large dividends, but I believe in the fair and impartial administration of the affairs of the Company, and I do not think the present accounts show that. Therefore I second the amendment and hope that the directors will unanimously shew to the shareholders that they will ensure the confidence of the shareholders.

The CHAIRMAN—Before putting to the meeting the amendment, which naturally must come first, I should like to make a few remarks which may possibly have the effect of causing it to be withdrawn—at least I hope so. Reference has been made by Mr. Michael to a serious mistake made by the Board in the appropriation of profits and rate of dividend. I think that that coming like 50 or 60 per cent. of the profits had been written off, he has not said anything as to the fact that over 80 per cent. of the net earnings for six months is being paid in dividends. He has also made a few remarks dealing with that excellent institution the Hongkong and Shanghai Bank, whose policy he approves, but when your Board is endeavouring to follow a similar course he condemns it. I have no objection to your looking forward in anticipation of something of this kind happening, and will now read them to you. There are a number of reasons why a larger appropriation to shareholders than \$300,000 out of a net earnings of \$375,460.88 should not be made. (1) It is a most liberal appropriation, and, as previously pointed out in my speech, the largest under the circumstances ever paid in the history of the Company. (2) It is not cash in hand we are dealing with, but a rate of 50 per cent. of the profits, as we are to take away as we liked, but the question we are voting on is how much money we can afford to appropriate to ourselves after having to borrow it, and that question has been fully and carefully considered by your directors, who did not and do not feel justified as business men in making the Bank for a larger loan for dividend purposes than \$300,000, against a net earnings of \$375,460.88. It is only natural to credit well managed banks

and monetary concerns with having a tall, roiling very much that appendage of the British Lion; which it is not so distant, too far, and that is the proposition we are up against to-day. (S.) Your directors fully realise their responsibility in the management of this magnificent property of ours, and in laying our report and recommendations before you, you can rest assured of having received the combined desire of persons of a body of directors to make you the best use of your cash and have it. Neither is it wise to milk your cow too dry, and in the hope of convincing you of the unreasonableness of this demand for more dividend, I would point out that in the last seven years out of a net profit in working of about \$7,000,000 you have received about \$4,000,000 in dividends and nine-tenths of a million dollars in scrip bonus where your capital was increased early last year to \$100,000,000. In the last seven years we have made the harvest to shareholders—remember, as they did, \$72 in dividends and \$75 in scrip bonus, totalling \$147 for every \$125 share they held, and bringing about as it did unwarranted over-speculation, with disastrous results perhaps to many, it should not be expected that it will and I can assure you it does not, influence your directors in their deliberations as to what is best for the interests of all concerned. (4.) The fact that it can be regarded as a dividend must not be forgotten that from the same period while about \$2,400,000 have been spent out of earnings in additions, extensions, and the necessary substitution of new and modern for old and obsolete machinery, only about \$4,325,000 have been written off the value of your property, and when you consider the enormously enhanced value of our works as they stand to-day, without shareholders having been compensated and without contributing a dollar, I think you can give your directors and management in the past the credit of enabling you to knock that old argument on the head that "it is more blessed to give than to receive" and demitrate their earnestness of purpose by confirming and acquiescing in their recommendations. If, after the foregoing information, you insist on my putting your amendment to the meeting and it is carried by a show of hands, it can be regarded as a dividend. (5.) It is perfectly true that if you are not satisfied, most, if not all, of whom are the largest and most consistent supporters of the Dock Company, and it would, so far as this meeting is concerned, be regarded by them. What would then follow? A demand would no doubt be made for a poll, which under the articles of association I would be compelled to call for, if requested by five shareholders present. If a poll were decided on the Chairman is empowered to order the necessary notices and hours for the same to be taken, and as your directors decline to submit to a vote of that sort, from the shareholders only represented here to-day, the Chairman might feel disposed, as that is the object of a poll, to give all shareholders of the Company at home and throughout the East an opportunity of expressing their opinions on the subject after a perusal of the minutes of to-day's proceedings, which would be beneficial to them, as which, as it would not simply delay the passing from them all would simply delay the passing from the report and accounts that much longer.

Mr. E. S. JOSEPH—Mr. Chairman, in your reply just now you said we were not dealing with cash in our hands, but would have to borrow this money. Have we ever paid a dividend with cash in hand?

THE CHAIRMAN—Well, I would like to look that up.

Mr. JOSEPH—I know it is not so. We have never paid a dividend.

THE CHAIRMAN—But, however, that does not alter the facts of the case.

Mr. JOSEPH—This is not the first occasion we have not had money in hand.

THE CHAIRMAN—But I might say that never before was there such a balance in hand. The balance instead of being \$1,300,000 is to-day nearer a million and a half; at least, it will be when we borrow this \$300,000.

Mr. J. R. D. MURRAY—Being made the amendment and having been asked to withdraw it I would do so, but I cannot see that the reasons given by the Chairman are strong enough to induce me to withdraw my amendment. He said the directors have considered very carefully the payment of a dividend of \$300,000 out of the \$373,000, but he forgets that \$420,000 have been carried over for the adjustment of dividends.

THE CHAIRMAN—No.

Mr. MICHAEL—And that that represents a total of \$783,000. The second thing is that he has not satisfied us with any tangible reasons showing why the Company, which has made \$900,000 profit in a good half-year, should have written off only 20 per cent. as compared with 58 per cent. written off in the least half-year they have had. The Chairman seems to put a threat before the shareholders that the directors will consider my amendment a slur if carried, but I do not think so. I put my point simply in very plain words.

THE CHAIRMAN—The question for consideration is the amount of money we are justified in borrowing for dividend purposes.

Mr. H. W. SLADE—Mr. Chairman, I had not looked at the figures before I came here, but I have heard Mr. Michael's speech and I have heard your speech, and it certainly appears to me that in this matter the Board are entirely right. We have not the money, and we have to borrow the money to pay this dividend, and as the Chairman has said, the directors have considered the Company's borrowing capacity, but to the advisability of borrowing—and the amount to be appropriated for dividends, \$300,000, seems to me ample. I don't think that under the circumstances the shareholders are quite justified in asking for an extra dollar dividend at any rate for this half-year.

THE CHAIRMAN—If there are no other remarks I shall now put the amendment to the meeting.

On a show of hands the amendment was carried, and was carried easily. The result was received with applause.

Mr. SHARP—I desire a poll, Mr. Chairman.

THE CHAIRMAN—If there are five shareholders who desire a poll so as to give absent shareholders an opportunity to express themselves I shall be happy to call a poll.

Five shareholders having signified by holding up their hands that they demanded a poll.

THE CHAIRMAN—The poll will be taken to-day so that the poll will be taken three months from to-day so as to give absent shareholders an opportunity of expressing themselves.

Mr. S. A. JOSEPH—Why should it not be three days?

THE CHAIRMAN—The only object of calling a poll is to give absent members an opportunity of voting. If we wanted to settle it by a show of hands at the meeting a show of hands would do, but the object of a poll is to give the absent shareholders an opportunity of voting.

Mr. JOSEPH—Was that done before?

THE CHAIRMAN—I am quite right in this. The meeting stands adjourned until three months from to-day, at the same hour as this meeting was called for. Due notice will be given.

Mr. SLADE—Might I ask another question? How soon will the circulars be sent out?

THE CHAIRMAN—At once. The minutes of this meeting will be printed and circulated and a copy sent to every shareholder.

THE CHAIRMAN—The poll will be taken on account? (Laughter.)

THE CHAIRMAN—The poll will be taken on account? (Laughter.)

34

THE PORT OF NEWCHWANG.

In a report issued by the British Foreign Office, Mr. Consul Hoose gives an account of the Manchurian port of Newchwang during the year 1901. After noting that the trade of Newchwang for the year attained dimensions only 61,002,358 short of that of the record year, 1890 47,253,643, Mr. Hoose points out that it was largely inflated by an overflow from the trade of 1900, which was completely congested by the disturbances in Manchuria and the general dislocation of commerce and finance resulting from them. The returns of 1901 would, however, have been still greater than those of 1900, had not the dislocation of native trade by the Russian military authorities in 1900 left those great numbers of armed men, who speedily terrorised the entire country as brigands and blackmailers. The discovery of bubonic plague in the port in August also hampered trade severely, owing to the very stringent measures taken by the Russian administration to prevent the spread of the disease.

The Russian occupation of the port, involving the taking over of the native Customs and *tsikin* offices, made it possible to arrive at some approximate estimate of the value and volume of native exporting and importing trade. The value of the native trade in 1901 was 18,383,229 *Maikwan* taels. The net total value of the trade by steamer and junk was 58,501,513 taels. The net total value of the imports and exports coming under the Chinese Imperial Maritime

Customs was 42,262,209 taels. Mr. Hume notes the gradual disappearance of British cotton goods, such as drills, jeans, sheetings, from the Manchurian market, and the rapid increase of imported American manufactures, while the trade in British grey shirtings is now contested, though not at present to any large extent, by India and Japan. Among the native products, silk is described as a very rising industry, Tsung-tung, near the mouth of the Yalu river, growing the silk of the country with regular steamer communication with Chifu.

In foreign shipping, Japanese steamers have come rapidly to the front, the tonnage under the Japanese flag, exceeding that under the British by 6,745 tons in 1900, and 4531 tons in 1901. The ordinary revenue collected by the Imperial Maritime Customs in 1901 was 751,621 taels, but the *tabin* tax, also collected by the Imperial Maritime Customs under the orders of the Russian Provisional Government on steamer-borne imports and exports at the time of payment of duties, amounted to 203,575 taels. With regard to the port of Dairen, newly created by the Russians, the report observes that, while it is certainly to be the terminus of a large passenger traffic between Japan and the continent, whether commercially, it will develop into anything more than a Manchurian port like Newchwang. If it is to prove a success, the line, some 600 miles in length, from it to Harbin must be doubled, the railway must be properly administered, and the Chinese merchants be afforded the same facilities in Dairen as they are in the Treaty ports of China.

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To illustrate the vast scope of the work, the following facts are submitted for consideration :—Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary more than 100,000 whilst this work contains more than 50,000 English words, and upwards of 800,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of the little particles, have, and so forth, meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found *invaluable* to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally. It comprises upwards of two thousand large quarto pages.

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NEW ADVERTISEMENTS

EUROPEAN BAKERY CO.,
142, PRAYA EAST, HONGKONG;
35, ELGIN ROAD, KOWLOON.

THE EUROPEAN BAKERY COMPANY respectfully inform the public that they are now preparing to supply all kinds of Bread, Cakes, Fancy Biscuits, &c., to their customers both in Hongkong and Kowloon. Our Bread is made of German yeast and best flour, and is the best Bread that has ever been made in this Colony. Its beautiful taste and smell has no equal.

The work is under European supervision, and people can be insured to have wholesome and well baked Bread as they had at home. All our Bread will be stamped EBC.

Sample free on application to the above address.

Price ... Seven Cents per Pound.
Hongkong, 19th August, 1902. [2223]

TO LET—KOWLOON.

TWO FRONT ROOMS to let, furnished, either separately or together.
Apply to—
IRIS,
Care of Daily Press Office,
Hongkong, 19th August, 1902. [2225]

WANTED.

A PORTUGUESE CLERK who writes a good hand and has some knowledge of Bookkeeping and Insurance.
Applications to—
B,
Care of Daily Press Office,
Hongkong, 19th August, 1902. [2222]

WANTED.

A RESPECTABLE AND TRUST- WORTHY EUROPEAN as ASSISTANT FOREMAN of a Brick Yard. One with some previous knowledge of Brick-making or Engineering preferred.
Apply by letter to—
"R,"
Care of Daily Press Office,
Hongkong, 19th August, 1902. [2226]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"HAITAN"
Captain Beach, will be despatched for the above ports TO-DAY, the 19th inst., at Noon.

For Freight or Passage, apply to
DOUGLAS LAFRAIK & CO.,
General Managers,
Hongkong, 19th August, 1902. [2219]

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"ASAMA,"
Captain F. F. Bennett, will be despatched for the above port TO-DAY, the 19th inst.

For Freight, apply to
SHEWAN, TOMES & CO.,
Agents,
Hongkong, 19th August, 1902. [2218]

FOR SINGAPORE, SAMARANG AND SOERABAYA.

THE Steamship

"BABELSBERG,"
Captain Reichenow, will be despatched for the above ports on SATURDAY, the 23rd inst., at Noon.

For Particulars, apply to
EAST ASIATIC TRADING CO.,
Hongkong, 19th August, 1902. [2240]

OSAKA SHOSHEN KAISHA.

THE Company's Steamship

"KELUNG MARU,"
Captain K. Sobajima, will inaugurate the New Service between HONGKONG and SHANGHAI via Pootung.

She is expected to arrive here from Swatow on Thursday, and will be despatched for SHANGHAI via Pootung on SATURDAY, the 23rd inst.

Through Bills of Lading issued for Cargo to Yangtze River ports as well as North China ports in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For further information apply to the Company's Branch Office at No. 2, Des Voeux Road Central.

T. ARIHA,
Manager,
Hongkong, 19th August, 1902. [2224]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"RUBI,"
Captain R. W. Almond, will be despatched for the above port on TUESDAY, the 26th inst., at 4 p.m.

Highest-class Passenger Steamers. High-powered, newest and most up-to-date on the run. All Accommodation shipshape. Electric Light and all other modern improvements. A Surgeon is carried.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers,
Hongkong, 19th August, 1902. [2221]

"BEN" LINE OF STEAMERS.

FOR GENOA, LONDON AND ANTWERP
THE Steamship

"BENVOLICH,"
Captain R. W. Thomson, will be despatched for the above on or about THURSDAY, the 28th inst.

For Freight or Passage, apply to
GIBB, LYNNSTON & CO.,
Agents,
Hongkong, 19th August, 1902. [2220]

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21581

DIOCESAN SCHOOL & ORPHANAGE.

SCHOOL DUTIES will be RESUMED on THURSDAY, the 21st instant.

For Terms for Boarders and Day Scholars, apply to—
THE HEADMASTER,
Hongkong, 19th August, 1902. [2212]

PUBLIC COMPANIES

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the Half-year ending 30th June last at the rate of One Pound and Ten Shillings Sterling per Share of \$125 is payable on and after MONDAY, the 18th August, current, at the Office of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager,
Hongkong, 19th August, 1902. [2211]

QUEEN MINES, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the OFFICES of the Company, 38 and 40, Queen's Road Central, on FRIDAY, 22nd August, 1902, at 11.45 A.M., when the subjoined Resolution, which was passed at an Extraordinary General Meeting of the Company held on Tuesday, 5th August, 1902, will be submitted for confirmation as a Special Resolution, namely:—

"That the Company be wound up voluntarily, and that ARTHUR RYLANDS LOWE, of Victoria, in the Colony of Hongkong, Chartered Accountant, be, and he is hereby appointed, Liquidator for the purpose of such winding up."

JOHN D. HUMPHREYS & SON,
General Managers,
Hongkong, 19th August, 1902. [2141]

OLIVERS FREEHOLD MINES, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the OFFICES of the Company, 38 and 40, Queen's Road Central, on FRIDAY, 22nd August, 1902, at NOON, when the subjoined Resolution, which was passed at an Extraordinary General Meeting of the Company held on Tuesday, 5th August, 1902, will be submitted for confirmation as a Special Resolution, namely:—

"That the Company be wound up voluntarily, and that ARTHUR RYLANDS LOWE, of Victoria, in the Colony of Hongkong, Chartered Accountant, be, and he is hereby appointed, Liquidator for the purpose of such winding up."

JOHN D. HUMPHREYS & SON,
General Managers,
Hongkong, 19th August, 1902. [2142]

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held at the COMPANY'S HOTEL, on WEDNESDAY, the 27th AUGUST, 1902, at NOON, for the purpose of Receiving a Statement of Accounts of the Company to the 30th June, 1902, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 27th August, both days inclusive.

By Order of the Board,
C. MOONEY,
Secretary,
Hongkong, 19th August, 1902. [2202]

NOTICES OF FIRMS

THE VICTORIA DISPENSARY.

NOTICE IS HEREBY GIVEN that Mr. EDWARD LANGLEY has ceased to be connected with our business.

Mr. SOUTHERN KENT has been appointed our REPRESENTATIVE FOR THE HARBOUR AND SHIPPING BUSINESS, and all orders committed to his charge will receive immediate attention.

THE VICTORIA DISPENSARY,
J. E. CAPELL,
Manager,
Hongkong, 19th August, 1902. [2116]

NOTICE.

WE have this Day authorized Mr. PETER HARTWIG NELLER to SIGN FOR AND ATTEND the name of our Firms at Hongkong, Shanghai and Hankow.

MEXER & CO.,
Hongkong, 19th August, 1902. [2203]

AUCTIONS

PUBLIC AUCTION

THE Underigned has received instructions to Sell by Public Auction,

TO-DAY (TUESDAY),
the 19th August, 1902, at 2.30 P.M., at his

SUNDAY HOUSEHOLD FURNITURE, PICTURES, CHINA VASES AND ORNAMENTS, TWO PIANOS, TWO BICYCLES, and One RICKSHA.

Also
One GOLD WATCH and One Pair GOLD EYE-GLASSES and CHAIN of the late Captain McARTHUR, &c., &c., &c.

TERMS OF SALE—As Customary.
Y. I. REMEDIOS,
Auctioneer,
Hongkong, 19th August, 1902. [2204]

PUBLIC AUCTION.

THE Underigned has received instructions to Sell by Public Auction,

TO-DAY (TUESDAY),
the 19th August, 1902, at 2.30 P.M., at his

SALE'S ROOMS, DUNDALL STREET, A QUANTITY OF HOUSEHOLD FURNITURE (moved to Sale's Rooms for convenience of Sale);

Also
A COTTAGE PIANO, by Brinsford and Sons;

And
Some BICYCLES (Tandem and Others). Full Particulars from Catalogues. On view from to-day.

TERMS—Cash on delivery.
GEO. P. LAMBERT,
Auctioneer,
Hongkong, 19th August, 1902. [2177]

PUBLIC AUCTION.

THE Underigned has received instructions to Sell by Public Auction, on

SATURDAY,
the 23rd August, 1902, at 2.30 P.M., within his residence "STRAWBERRY HILL," Peak,

THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE,

Comprising—
CARVED TEAKWOOD OVERMANTEL with BEVELLED GLASS, BLACKWOOD CABINET, STOOLS, TABLES, CARVED TEAKWOOD SIDEBOARD with BEVELLED GLASS, UPHOLSTERY, CHAIRS, DINING TABLE, DINER WAGON, CHAIRS, ONE HEXAGONAL and ONE OCTAGONAL TABLE, ONE TEAKWOOD WRITING DESK (roll top), FENDERS, FIVE IRONS, GLASS and CROCKERY WARE, DOUBLE BRASS MOUNTED IRON BEDSTEADS, TEAKWOOD WARDROBES with BEVELLED GLASS, TOILET TABLES, WASHSTANDS, CARPETS, RUGS, MATTING, &c., &c., &c.

Also
A Large Assortment of PALMS and other PLANTS with POTS and STANDS;

And
One SEMI-GRAND PIANO, by John Broadwood & Sons, London.

TERMS—As usual.
HUGHES & HOUGH,
Auctioneers,
Hongkong, 19th August, 1902. [2122]

JUST OPENED.

BEST ASSORTED CHOCOLATE

CREAM, ALMONDS, MACAROON BISCUITS, VANILLA, MILK, and COFFEE, CHOCOLATE in PACKETS.

Also
PASCALL'S GOLDEN MALTEX BERLINGOTS, &c.

H. RUTTONJEE,
No. 5, D'Almeida Street,
Hongkong, 19th August, 1902. [2206]

PURE FILTERED HIGH-CLASS AERATED WATERS

THE very best obtainable. As prepared in MANCHESTER. Don't fail to try these NEW and DELICIOUS AERATED DRINKS. EXCELLENT and CHEAP. Kola Champagne, Cherryade, Orangeade, Champagne Cider, Lemon Squash, Superb Ginger Ale, Tonic Champagne, Vanilla Water, Brown Tonic, &c., &c., &c. Please address THE ROYAL AERATED WATER'S MANUFACTORY, WORKS, WEST POINT, Or, F. P. DANENBERG, Telephone, 307, Price List and Order-book on Application.

PURE FRESH WATER

THE HONGKONG STEAM WATER-BOILER CO. LD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Bollers.

Call Flag W.
J. W. KEW,
Manager,
20, Des Voeux Road,
Hongkong, 19th August, 1902. [165]

COLD STORAGE

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily. Standards excepted, to receive and deliver perishable goods.

Wm. PARLANE, Manager,
Hongkong, 19th November, 1901. [6]

C. E. WARREN & CO.,
BUILDING CONTRACTORS,
40, DES VOEUX ROAD CENTRAL.

ALL Kinds of SANITARY APPLIANCES and DRAINAGE ACCESSORIES Supplied and Fixed.

AGENTS FOR MOSAIC TILES. [181]

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TOP STORIES, 41 & 43, QUEEN'S ROAD CENTRAL, Hongkong
Hongkong, 22nd April, 1902. [1191]

NOTICE.

TO LET.

46 "BENEFIT" UPPER RICHMOND ROAD.

Apply to—
DEACON & HASTINGS,
10, Queen's Road,
Hongkong, 19th August, 1902. [2204]

TO LET

IN FLATS COMPLETE.

A NEW EUROPEAN HOUSE situated in the North Spur of Morrison Hill. It has a splendid view, and enjoys the full benefit of the south-west monsoon.

For Particulars apply to—
W. LYSAUGHT,
151, Wanchai Road,
Hongkong, 2nd June, 1902. [1555]

TO LET.

A LARGE AIRY BEDROOM at Higher Level, with Board, suitable for a Married Couple or Young Gentleman.

Apply by letter to—
BOX 25,
Care of Daily Press Office,
Hongkong, 19th August, 1902. [2213]

TO LET.

OFFICES at 6, QUEEN'S ROAD CENTRAL.

Apply to—
G. GIRAULT,
Hongkong, 3rd January, 1902. [2214]

TO LET.

NO. 3, "MAGDALEN TERRACE," MAGAZINE GAP.

Apply to—
SPANISH PROCURATION,
Hongkong, 1st April, 1902. [1977]

TO LET.

TOP FLOOR No. 31, MOSQUE STREET.

Apply to—
Linstead & Davis,
Hongkong, 15th August, 1902. [2185]

TO LET.

HOUSE No. 13, GAGE STREET. Six Rooms.

Apply to—
E. A. DE CARVALHO,
C. F. DE CARVALHO,
Hongkong, 2nd May, 1902. [1277]

TO LET.

NO. 11, MACDONNELL ROAD.

THE RETREAT, MOUNT KELLET, HOUSES IN CLIFTON GARDENS, Conduit Road.

HOUSES at CAUSEWAY BAY, facing the Polo Ground.

GODOWNS at BLUE BUILDINGS, (PRAYA EAST).

GODOWNS at BOWRINGTON (PRAYA EAST).

Apply to—
THE HONGKONG LAND INVESTMENT AGENCY CO., LD.,
Hongkong, 19th August, 1902. [71]

TO LET.

NOS. 15 and 17, MOSQUE JUNCTION.

Nos. 5, 18, 19 and 20, BELILIOS TERRACE;

Likewise, a
FURNISHED BUNGALOW at Peak, "THE EYRIE."

For all Particulars, apply to—
TURNER & CO.,
Hongkong, 4th August, 1902. [2101]

TO BE LET.

"BISNEY VILLA," POKFULUM.

Apply to—
Linstead & Davis,
Hongkong, 24th March, 1902. [89]

TO LET.

SUPERIOR APARTMENTS for Gentlemen, at Kowloon, TENNIS COURT.

Apply to—
X. Y.,
Care of Daily Press Office,
Hongkong, 12th August, 1902. [2172]

TO LET.

ONE LARGE GODOWN, No. 104, PRAYA EAST.

Apply to—
I. P. MADAR,
New Victoria Hotel,
Hongkong, 12th August, 1902. [2170]

TO LET.

"THE KENNELS," MAGAZINE GAP.

Apply to—
THE HONGKONG LAND INVESTMENT AGENCY CO., LD.,
Hongkong, 1st August, 1902. [2081]

TO LET.

NO. 3, QUEEN'S GARDENS.

Apply to—
G. G. ANDERSON,
4, Pedder Street (Ground Floor),
Hongkong, 19th August, 1902. [300]

TO BE LET.

GODOWN Nos. 1 and 3 (GROUND and TOP FLOORS). Storing capacity about 3,500 tons each.

COAL GODOWN No. 5 (room for over a thousand tons), PRAYA EAST.

Apply to—
MOK MAN CHEUNG,
Comprode Dept.,
BUTTERFIELD & SWIRE,
Hongkong, 2nd August, 1902. [2090]

"TANG YUEN,"

MACDONNELL ROAD,
BOARD AND RESIDENCE.

AIRY and WELL-FURNISHED ROOMS. Uninterrupted View of Harbour. Apply at the House or at FAIRBANK & CO., Queen's Road.

[1889]

BOARD AND RESIDENCE.

EXCELLENT View of Harbour. Ten Minutes' walk from the Clock Tower.

Apply to—
HADDINGTON HOUSE,
Kennedy Road (Opposite Union Church),
Hongkong, 14th August, 1902. [2181]

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HONGKONG
BUSINESS DIRECTORY.

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MAISON LEVI HERMANOS.
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Pryor's Central, next Hongkong Hotel

BISMARCK & CO.
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour

KWONG HANG & CO.
Shipchandlers, Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineer
Tools, Brass and Iron Merchants,
144, Des Voeux Road.

MORE & BEIMOND.
49 and 46, Des Voeux Road, Shipchandlers,
Sailmakers, Riggers, Commission Agents
and General Storekeepers. Sole Agents
for Ship Chandlery Commission ("Gray"
Brand Brand) and "Blundell's"
Spence & Co's Composition.

WATCHMAKERS
DROZ & CO.
10, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts at moderate rates.

SITUATION WANTED.
A YOUNG ENGLISHMAN, with three
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Apply to—
"CLEEK" & CO.,
10, Queen's Road Central, Hongkong, 28th July, 1902. [1806]

BRITISH NORTH BORNEO.
WANTED.
AN EXPERIENCED FOREMAN for a
Government Timber Mill. Must be
thoroughly acquainted with the erection and
management of Timber-cutting Machinery.
Forward copies of recent testimonials and state
salary required to—
DIRECTOR OF PUBLIC WORKS,
Bastard, Sandakan,
Hongkong, 4th February, 1902. [1446]

CARTRIDGES: CARTRIDGES!
JUST LANDED: A NEW STOCK OF
ELIOT'S AND KYNOLDS' SPORTING
CARTRIDGES AND NEWCASTLE
SHOT.
W. SCHMIDT & CO.
Humboldt, 2nd January, 1901. [115]

H. F. CARMICHAEL
CONSULTING ENGINEER,
SURVEYOR AND CONTRACTOR,
QUEEN'S BUILDINGS,
TELEGRAMS: "CARMICHAEL," HONGKONG.
A.B.C. Code, 4th Edition.
A.C. Code.
Hobart Standard Code.
HONGKONG, 21st June, 1901. [1217]

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CHINA, JAPAN, KOREA, INDIA, CHINA,
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1/12, 4/10. Postage 1/6.

SPORT AND ANECDOTE.
BY AN OLD FOGEY.

CAPTAIN MCCALMONT.

A London daily newspaper, which is usually
very accurate in its intelligence concerning
Society, announced the other day that Colonel
Harry McCalmont, C.B., M.P., had been selected
by the Government, as the Governor-General
of Australia, in succession to the Earl of
Hopetoun, who resigned his position owing to
the fact that this royal position entailed greater
demands upon his purse than he felt justified in
meeting, having due regard to his family. It
is impossible that such a point can weigh with
Colonel McCalmont, who is a man of almost
fabulous wealth, but the point is that, if
the story be true, one sportsman would
succeed another as the titular head of the new
Commonwealth—a country which is not only
peopled by our kith and kin, but which is also
bound to us by bonds of sport and pastime of
many kinds. Colonel McCalmont is a man in
sympathy with the turf, and cricket and foot-
ball field, and he is a devotee of yachting, so that
the loyal community in the land of the Southern
Cross would be indeed gratified to have such a
typical English gentleman as the representative
of our good sporting monarch, King Edward
VII. I was much amused when I saw the
announcement, because there was a very curious
addendum in one of the daily journals. This
ran: "But his greatest distinction, perhaps, is
winning the Derby with *Isinglass*." The win-
ning of the Derby is truly a great achievement,
but I fail to see that this is a qualification or
even a recommendation for the exalted and
responsible office of Governor-General of
Australia. It is a personal triumph in a man's
life, and undoubtedly Col. McCalmont is the
only living man likely to obtain much *hocus*
out of the circumstance, for Jewitt, the trainer,
is dead, and Captain Maclell, who managed the
stable, has also joined the ever increasing
majority, while Tommy Loeates, who rode the
hero at Epsom, has retired from the pigskin,
although still young, hale, and hearty. But a
series of accidents quite shattered the nerves of
Tommy Loeates, one of the nicest little gentle-
men who ever handled a horse. However, let
us glance at the career of Colonel McCalmont,
particularly as a sportsman. Harry Leslie
Blundell McCalmont, C.B., M.P., was born in
1831, being the eldest son of Mr. H. B. B.
McCalmont, a barrister-at-law, but his family,
generally supposed to be Irish, are really
Scottish. They were driven from Scot-
land as Covenanters, and settled on an estate near
Belfast. As I have said, his father was a bar-
rister, who practiced in London, but the enor-
mous wealth of the new Governor of Australia
did not descend from father to son. His father
had two uncles, Robert and Hugh, who were
stockbrokers. They conducted a prosperous
business for more than half a century, and then
the elder, Robert, died. He was a childless
widower, and bequeathed his accumulated wealth
to Hugh. Now Mr. Hugh McCalmont never
married, and he left all his fortune, generally
set down at four millions, in trust for his great-
nephew, but he was not to inherit this colossal
sum until he was 32. Now he attained that age
on May 30th, 1883, the day that *Isinglass* car-
ried off the Derby from *Ravenhoe*, *Racemur*,
and others. A fortune of £4,000,000 and a vic-
tory in the Derby by the aid of the horse of the
Victorian Era were two presents which might
be envied even by a king. But of *Isinglass*,
still in the land of the living, more anon.

AN ALL-ROUND SPORTSMAN.

Mr. McCalmont was born on the day that
Col. Townley's *Kettledrum* won the Derby. He
was educated at Eton, being in the house of
Mr. Hale. Whilst there he played a great deal
of Association football and assisted greatly in
some notable victories for his house team. But
even more than that, he was for two years in
the Eton football eleven, being contemporary
with Mr. P. J. de Paravicini, the cricketer, Mr.
W. Bromley Davenport, M.P., Mr. H. W. Bain-
bridge, Mr. G. C. Bourne, and others, who have
made their names in the world. Mr. McCalmont
was a hard worker and a heavy charger. But
the hardy game of winter was not his only re-
creation, for he was also a wet-bob, and was the
stroke-out of an Eton boat which gained a glori-
ous victory at the great Henley Royal Regatta.
But even with all his devotion to outdoor sport,
he was a clever young man, as he not only
worked his way into the sixth form of Eton
College, but passed all his military examina-
tions whilst he was there. This is quite un-
usual, and he was consequently gazetted while
at Eton to the 6th Foot. Transferred to the
Scots Guards, he remained with that regiment
until he retired from the services in 1899, but
he afterwards joined a battalion of the War-
wickshire Militia, of which he became the com-
manding officer. Moreover, he took his regiment
out to South Africa, and was very useful during
the war with the Boers. Since 1895 he had
represented the Newmarket division of Cam-
bridgeshire, a seat he won from Sir George
Nesbitt, so that quite apart from his success as
a sportsman, he has rendered public service to
his country ever since the day he joined the
6th Foot. But when young McCalmont left
Eton he took away with him his love for foot-
ball, and he it was who suggested and founded
the Army Football Association. Moreover he
played with his regimental team until increas-
ing weight bade him forego the rough joys
of football and the stern work of rowing.
But then he took to coaching, and while he
was in the Scots Guards he was associated
with the Lord Winchester who was killed in
the Boer War, Lord Wyllie, Col.
Cuthbert, and Col. Stracey in the Brighton
coach, while afterwards he ran a coach from
Roses to Moomouth and Aberystwyth, a project
probably suggested to him by his visits to his
family residence of Bishopwood, near the
beautiful old-world town of Epsom, like about

this time—towards the end of the eighties—that
Mr. McCalmont came under the influence of
Captain Maclell, and acquired a few racehorses.
He was always fortunate, and having bought
Timothy from the "Downer" Duchess of
Montrose, well known as "Mr. Manton," he won
the Ascot Cup and the Alexandra Plate with
him to the outspoken disgust of the lady who
made a scarlet jacket her livery. With *Timothy*,
Isinglass, who won the Royal Hunt Cup, and
Racemur, to whom he was endeavouring to
concede 10lbs., Mr. McCalmont laid the founda-
tion of a brilliant career on the turf. This we
need not trace minutely, but at showing what a
lottery breeding and racing are, let me tell
you that *Deadlock*, the dam of *Isinglass*,
was an old *Wentlock* mare to which Captain
Maclell took a fancy. She was drawing a
cart on a farm when the astute
captain found her and bought her for
19 sovs. She was mated with *Isomomy* and sold
the following year with her foal at foot, a colt
called *Isinglass*, to Mr. McCalmont for £500.
In 1889 her new owner sent *Deadlock* again to
Isomomy, and the produce was *Isinglass*, in
private a lazy horse who would never stretch
himself out and liked to be galloped on tan.
But in public, on a racecourse, one never
knew really how good he was. As a two-year-
old *Isinglass* won £4,577, as a three-year-
old £18,500, as a four-year-old all the three
"ten-thousand-pounders," making £31,498, and
as a four-year-old £2,520. This gives a total of
£37,455, or £2,300 lbs. more than *Donovan*. No
horse which ever trod the turf has won so much
money as *Isinglass*, so that after all it is, per-
haps, Mr. McCalmont's greatest claim to dis-
tinction, although *Flying Fox* might have passed
even this total had his engagements not been
null and void owing to the death of the late
Duke of Westminster. Mr. McCalmont was
once the owner of the famous steam yacht
Giralda, which he sailed and steamed nearly
40,000 miles, but he sold the vessel, if I re-
member aright, to the Spanish Government.
As the owner of Chevelay Park, Newmarket,
he is the ground landlord of much of the Jockey
Club's Estate, and has there, in the very heart
of flat-racing, done his utmost to encourage
steepchasing during the winter months. He
is a great rearing of pheasants, and favours the
battue form of shooting. On his Newmarket-
estate 6,000 pheasants have been brought down
in one season, and every head given away—as
becomes a man of his means. Mr. McCalmont
is a member of the most exclusive clubs in the
world, viz., the Jockey Club, and the Royal
Yacht Squadron, and is quite one of Marl-
borough House set. What could Australia
wish for more than such a sportsman, even if he
is not a real live lord?

THE CHARM OF COACHING.

The brief allusion I have made to the love of
coaching possessed by Col. McCalmont serves to
reminde me of the joy and sport to be had by a
gentleman who has the means to equip and the
time to drive his own four-in-hand. There are
few more splendid spectacles in London than
the meets of the Coaching and the Four-in-Hand
Clubs at Hyde Park. The beauty of the well-
matched teams harnessed to faultless equipages
blazing with the light and gay colours of ladies
who are bedecked with the triumphs of the
motette and the milliner combine to present a
picture which for stimulation, symmetry, and
wealth of tint and tone it is indeed difficult to
surpass, but after all these meets in a London
park followed by a drive to the Crystal Palace
for dinner are merely Society functions, and
certainly stereotyped in their character. The
sport of coaching is to drive through the country
phill, and down dale, viewing the smiling land-
scapes from the box seat with the four ribbons in
one's left hand, the right being free to apply the
brake, to salute a lady, and to use the whip if
need be. After all a whip will not make a
horse get to his collar. To get the most out of
a coach-horse as out of a racehorse a man wants
"hands," that is to say the hands of sympathy
which a horse realises so well. With these
some men could drive a team with reins made
of thin silk. Of course any man can drive good
horses, but it requires an artist to drive a team
of bad horses, and to control and humour the
excitable equine. Here again is the sport of
coaching. A friend of mine, who is an old
Etonian, takes great delight in driving a pro-
prietary coach some ninety-six miles a day for
about five months in the year. He spent £400
on a coach modelled upon those of the good old
times and he keeps about fifty horses to do this
journey day by day—seven times a week. But
with his variety of horses and passengers, the
changes in our climate, and the incidents of the
road, he finds his hobby just as entertaining to
himself and to others as the constant daily
practice of cricket for four months. After all
one is sometimes to think, and to ask oneself
the utility of so much cricket. But coaching has
both a practical and a sporting side. It is a
means of locomotion and enables us to realise
how our fathers travelled and saw the country
while there is plenty of pastime and recreation,
to say nothing of hard work in driving. Coach-
ing to me is delightful, and I know few more
thrilling experiences than to sit behind a noble
and willing four who will stretch themselves out
up a gradual hill for a mile, especially if the
coach is well-built and so nicely balanced that
one rides with comfort. There are plenty of
four-in-hand coach drives in England, and if
perchance a reader desires an agreeable change,
and a coupon of sport, let him bargain for a
seat on the box near the driver. Of course,
coaching like everything else can be overdone.
There never was such a sad example as this in
the death of poor Jim Selby, the handsome
Tunbridge Wells auctioneer, who took to driving
for Lord Bective and Colonel Hathorne. From
the auctioneer to the box was a rise in the world,
and Selby became the first whip of the day.
But he insisted on driving the Old Times coach
from The White Horse Cellars, London, to
Brighton and back, 107 miles in seven hours

and fifty minutes, on June 8th, 1888. At the
Ascot meeting of 1888, a wager was laid of £1,000
to £500 that this journey could not be done in
eight hours. Travelling at an average of
thirteen miles an hour, and sometimes at twenty,
Selby reached the Old Ship Hotel, Brighton, in
three hours, the journey having been done
between 10 a.m. and 1.56.10 p.m. Turning
round and starting back, the Cellar was reached
at 5.50 p.m. The time was indeed extraordinary
when we remember the changing of teams.
But this was tremendous strain on his broken
health. He won the wager in June, but he
was dead in December. Nature is recuperative
if she be given a chance, but Selby simply
drove himself to death. Selby made coaching
a business. I have been writing of it as a
sport and recreation.

THE BATTLE OF ETON AND HARROW.

Not even the cricket match between Oxford
and Cambridge has the magnetic attraction for
Society possessed by the annual game between
the schools of Eton and Harrow, which was
concluded up at Lord's last Saturday. The first
match between the Gentlemen and the Players
was decided on the original Lord's ground in
Dorset Square in 1806, while the series between
Oxford and Cambridge was commenced at Lord's
in June, 1837, but I did not mark the fact
that Eton and Harrow first came into conflict
on the tented field of cricket in 1805, also at old
Lord's in Dorset Square, so the schoolboys of
England set an example which the representa-
tive cricketers of the country and the two great
sister universities were glad to follow. But it is
believed that there were several matches between
the Etonians and the Harrovians prior to 1805,
although the scores were not preserved. In the
Harrow eleven of that year I find the name of Lord
Byron, who was caught in the first innings for
seven and bowled in the second for two.
Harrow only scored 55 and 56, and Eton, with
122, won by an innings and two runs. Perhaps
the smallness of the Harrow scores is explained
by the remark in one of Lord Byron's letters
that "we were most of us rather drunk."
How I got home after the play God knows.
At any rate we have improved since those
barbarous days. I note, too, that Lord Byron
bowed one J. Kaye for seven. Byron was
particularly fond of cricket, despite his club-
foot, and we often find allusions to the
game in the letters of his younger days. When
he resided at his country-house at Southwell in
Nottinghamshire he was reading a but and
going to practice on the field where the two
brothers Tinsley and John Jackson learned to
bowl. The great poet had his faults we all know,
but never forget he wrote the famous lines—
Yet when confinement's lingering heur was
done;
Our sports, our studies, and our souls were
one;
Together we impelled the flying ball,
Together joined in cricket's manly toil.
Yes, "cricket's manly toil" has never been for-
gotten. What a great tribute then to the never-
ending sequence of our sport is the game be-
tween Eton and Harrow. The greatest amateurs
of the last hundred years have taken part in
these games, always excepting the one and only
W. G. Grace, the "free gift of Nature" as
Carlyle's phrase runs, for he needed no more
schooling for cricket than Shakespeare for his
playwriting. But of late years Eton have had
a sorry time, worse even than the Gentlemen
against the Players, for the amateurs did win in
1898, but the Etonians have to go back to 1894
for their last win against the Harrovians.
London, 19th July.

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INDO-CHINA S. N. Co., Ltd.
Hongkong, 14th August, 1902. [2190]

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N. INUZUKA, Manager, Hongkong.

131

131

131

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VESSELS ON THE BERTH
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FROM	OUTWARDS	DUN
GLASGOW and LIVERPOOL	"PYRRHUS"	On 26th August.
GLASGOW and LIVERPOOL	"DIOMED"	On 28th August.
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GLASGOW and LIVERPOOL	"NESTOR"	On 13th September.
GLASGOW and LIVERPOOL	"MACHAON"	On 18th September.
GLASGOW and LIVERPOOL	"KALOS"	On 18th September.
GLASGOW and LIVERPOOL	"ACHILLES"	On 26th September.

FOR	STEAMERS	TO SAIL
LONDON and ANTWERP	"TELEMACHUS"	On 20th August.
LONDON	"ANTENOR"	On 24th September.
LONDON	"DARDANUS"	On 16th September.
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LONDON	"JASON"	On 14th October.
LIVERPOOL	"PYRRHUS"	On 20th September.

For Freight, apply to
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HONGKONG, 18th August, 1902.
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FOR	STAMPEES	TO SAIL
NINGPO and SHANGHAI	+ "WOOSUNG"	On 18th August.
MANILA	+ "SUNGKIANG"	On 23rd August.
AMOI and SHANGHAI	+ "SHANSI"	On 23rd August.
PORT DARWIN, THURSDAY		
ISLAND COOKTOWN, CAIRNS		
TOWNSVILLE, BRISBANE		
SYDNEY, MELBOURNE and ADELAIDE	* "TSINAN"	On 23rd Aug. at 4 p.

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ALLAN CAMERON, GENERAL AGENT.
Hongkong, 14th August, 1902.

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"LOTHIAN" To follow.
"LOWTHER CASTLE" To follow.

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FOR NEW YORK VIA SUEZ CANAL

THE Steamship

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Captain Selby, will be despatched as above on SATURDAY, the 13th September, 1902.

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NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"PROMETHEUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 15th inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival. Goods undelivered after the 31st inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 21st inst.

No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 15th August, 1902.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Company's Steamship

"CHINA"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the undersigned before Noon, on the 22nd of August, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd of August, will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELER & CO.,
Agents.
Hongkong, 15th August, 1902.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PARRAMATTA"

FROM BOMBAY, COLOMBO, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c. ex *Himalaya*.
From Australia, ex *s.s. Oceana*.
From Persian Gulf, ex *s.s. Pemba* and *Kilma*.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY, the 15th inst.

Goods not cleared by the 21st inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and certificates of the damage taken from the Godown Company, who will survey Goods at 11 A.M. on Tuesday and Friday. Certificates of damage must be obtained within ten days of the vessel's arrival here, after which no claims will be recognised.

E. A. HEWETT,
Superintendent.
Hongkong, 15th August, 1902.

FROM HAMBURG, BREMEN, ROTTERDAM, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"BAMBERG"

Captain Kirschner, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. TO-DAY, the 15th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

All broken, damaged, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERICA LINE,
Hongkong, 15th August, 1902.

HONGKONG.

STEAMERS.

Arnold Layton, German str., 1,075, Payson, Aug. 14, E. A. Trading Co.

Asama, British steamer, 2,671, Bement, Aug. 19, Shewan, Tomes & Co.

Bayana, German str., 3,123, Blocker, Aug. 18, Moller & Co.

Binh-Thuan, French str., 1,094, Trus, Aug. 13, Chinese.

Bjorn, Norw. str., 732, Christensen, Aug. 16, Carlows & Co.

Bremar, British str., 3,216, Watt, July 11, Dodwell & Co., Limited.

Buen-Viaja, American str., 275, Ross, July 8, Orler.

Carl Diederichsen, German str., 774, Hansen, Aug. 18, John & Co.

Changchew, British str., 1,203, Pearce, Aug. 11, Butterfield & Swire.

Changsha, British str., 1,493, Moore, Aug. 16, Butterfield & Swire.

China, Austrian str., 3,855, Meers, Aug. 15, Sander, Wierler & Co.

Chiyun, Chinese str., 1,211, Sleeman, Aug. 16, Chinese.

Chowfa, German str., 1,055, Kohler, Aug. 14, Butterfield & Swire.

Chuanan, British str., 1,282, Sinclair, Aug. 8, Bradley & Co.

Crown of Aragon, British str., 1,474, Dorward, Aug. 18, Gilman & Co.

Deutscher, German str., 1,001, Frahm, Aug. 10, Siemens & Co.

Diamant, British str., 1,254, Rodger, Aug. 15, Shewan, Tomes & Co.

Doningo de Laszaris, Brit. str., 2,851, Hudson, Aug. 11, Dodwell & Co., Limited.

Doric, British steamer, 4,975, Smith, Aug. 16, O. & S. N. Co.

Emilia, German str., 1,152, Martens, Aug. 13, Moller & Co.

Eros, Norwegian str., 708, Reutz, Aug. 14, Chinese.

Fausang, British str., 1,410, Payne, Aug. 17, Jardine, Matheson & Co.

Haitan, British str., 1,183, Roach, Aug. 17, Douglas Lauprak & Co.

Hue, French steamer, 704, Godinas, Aug. 18, A. R. Marty.

Indrapura, British str., 3,152, Hollingsworth, Aug. 11, Allan Cameron.

I. de la Luna, Amr. str., 650, Such, Aug. 3, Order.

Kowloon, German str., 1,493, Stehr, Aug. 17, Butterfield & Swire.

Kweilin, British str., 1,108, McIntosh, Aug. 17, Butterfield & Swire.

Laisang, British str., 2,225, Young, Aug. 11, Jardine, Matheson & Co.

Machow, German str., 995, Hayes, Aug. 7, Melchers & Co.

Maidauru, Maru, Japanese str., 667, Saito, Aug. 16, Mitsui Bussan Kaisha.

Maria Hansen, Ger. str., 1,771, Hemmet, July 22, John & Co.

Nanhai, Brit. str., 1,299, Moyshezon, Aug. 6, Bradley & Co.

Pakistan, British str., 1,235, Reid, May 28, Bradley & Co.

Pax, Belgian steamer, 1,207, Rankin, Aug. 3, Melchers & Co.

Progress, German str., 682, Meyer, Aug. 17, Siemens & Co.

Pronto, German str., 632, Grandt, Aug. 17, Siemens & Co.

Quang-Nam, French str., 893, Martino, Aug. 16, Chin & Co.

Quarta, German str., 1,146, Johansen, Aug. 18, Chinese.

Riojan, Maru, Jap. str., 2,972, Ohno, Aug. 16, Nippon Yusen Kaisha.

Rosetta Maru, Jap. str., 2,406, Tate, Aug. 17, Mitsui Bussan Kaisha.

Sungkiang, British str., 1,021, Outerbridge, Aug. 17, Butterfield & Swire.

Tacoma, British str., 1,680, Dixon, Aug. 7, Dodwell & Co., Limited.

Skuld, Norwegian str., 914, Berben, Aug. 16, Chinese.

Taisang, British str., 1,544, Bradley, Aug. 14, Jardine, Matheson & Co.

Theodor Will, German str., 3,369, Mayrhofer, Aug. 13, Jensen & Co.

Tingsang, British str., 1,045, Sawyer, July 20, Jardine, Matheson & Co.

Tordenskjold, Norw. str., 736, Bruhn, Aug. 18, Sander, Wierler & Co.

Tsintau, German str., 1,002, Koch, Aug. 10, Butterfield & Swire.

Victoria, Swedish str., 989, Hellberg, Aug. 7, Chinese.

Woonang, British str., 1,160, Dowson, Aug. 12, Butterfield & Swire.

Yikang, British str., 1,835, Bowker, Aug. 14, Jardine, Matheson & Co.

Yuenang, British str., 1,128, Rolfe, Aug. 7, Jardine, Matheson & Co.

Yunnan, British str., 1,206, Benson, Aug. 18, Butterfield & Swire.

Zafro, British str., 1,611, Ramsay, July 11, Shewan, Tomes & Co.

Zivir, Austrian str., 2,103, Randic, Aug. 10, Order.

SAILING VESSELS.

Adolph Obvig, Amr. ship, 1,006, Amesbury, May 30, Standard Oil Co.

Alas, American ship, 1,352, McKay, July 14, Standard Oil Co.

Comet, British barque, 3,000, Davis, April 23, Chinese.

Grosvener, British barque, 516, Boga, June 13, Order.

Hamburg, British barque, 1,649, Caldwell, June 19, Siemens & Co.

Kelst, British ship, 1,822, Hughes, July 23, Chinese.

Kriemhild, Norw. ship, 995, Ivarson, June 13, Sander, Wierler & Co.

Mannul Laguna, Amr. ship, 1,468, Nicholls, July 31, Standard Oil Co.

Vale of Dion, Barak barque, 689, Petersen, July 1, Sander, Wierler & Co.

Willscot, Amr. barque, 1,805, Maclean, Aug. 8, Standard Oil Co.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alcidity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. S. E. Erskine, at Weihaiwei.

Albion, battleship, 12,950 tons, 16 guns, Capt. Thomas H. M. Jerram, at Weihaiwei.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. Rowland Nugent, Straits.

Amphitrite, 1st class cruiser, 11,000 tons, 18,000 h.p., Capt. Charles Windham, C.V.O., at Weihaiwei.

Arethusa, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Captain J. S. Hart, at Shanghai.

Argonaut, 1st class cruiser, 11,000 tons, 16 guns, Capt. G. H. Cherry, R.N., at Weihaiwei.

Birmingham, 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. G. Stopford, at Weihaiwei.

Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. E. M. Leake, at Sino.

Britannia, gunboat, 710 tons, 6 guns, 1,200 h.p., Lieut. Comdr. Thos. D. Paine, on Yangtze.

Crowy, cruiser, 12,000 tons, 14 guns, 21,000 h.p., Capt. Henry M. T. Tudor, at Weihaiwei.

Edipoo, cruiser, 5,900 tons, 11 guns, Captain Stokes, at Weihaiwei.

Epiphany, gunboat, 1,070 tons, 10 guns, Comdr. Ernest G. Barton, Belching Sea.

Faint, torpedo-boat destroyer, 300 tons, 6 guns, 5,700 h.p., Capt.

POST OFFICE NOTICES

The *Empress of India*, with the Canadian Mail, left Shanghai on Saturday, the 16th inst., at 7 p.m., and may be expected here to-day.

The *Princess Irene*, with the German Mail of the 22nd ult., left Singapore on Friday, the 15th inst., at 11 a.m., and may be expected here to-day.

The *Nippon Maru*, with the American Mail of the 24th ult., left Yokohama on Wednesday, the 13th inst., at 11 a.m., and may be expected here on or about Thursday, the 21st inst.

MAILS WILL CLOSE

FOR	PER	DATE
Canton	Hankow	Tuesday, 19th, 7.30 A.M.
Swatow, Amoy, and Poochow	Hankow	Tuesday, 19th, 11.00 A.M.
Manila	Yokohama	Tuesday, 19th, 11.00 A.M.
Moji, Kobe and Yokohama	Yokohama	Tuesday, 19th, 11.00 A.M.
Batavia	Yokohama	Tuesday, 19th, 11.00 A.M.
Strait and Calcutta	Yokohama	Tuesday, 19th, 11.00 A.M.
Macao	Yokohama	Tuesday, 19th, 11.00 A.M.
Shanghai	Yokohama	Tuesday, 19th, 11.00 A.M.
Ningpo and Shanghai	Yokohama	Tuesday, 19th, 11.00 A.M.
Canton	Yokohama	Tuesday, 19th, 11.00 A.M.
Swatow, Amoy and Amoy	Yokohama	Tuesday, 19th, 11.00 A.M.
Swatow	Yokohama	Tuesday, 19th, 11.00 A.M.

Europe, &c. India via Taitoria.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)

Singapore, Penang and Calcutta
Tientsin
Manila
Singapore

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,
HONOLULU, and SAN FRANCISCO.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)

Yokohama and Kobe
Singapore, Semarang and Sourabaya
Manila
Moji, Kobe, Yokohama, Victoria, B.C. & Tacoma
Port Darwin, Thursday Island, Cooktown,
Cairns, Townsville, Brisbane, Sydney,
Melbourne and Adelaide
Amoy and Shanghai

Europe, &c. India via Taitoria.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)

Yokohama, Victoria (B.C.) and Seattle
Manila

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,
VICTORIA and VANCOUVER, B.C.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)

Thursday Island, Townsville, Brisbane,
Sydney and Melbourne

Europe, &c. India via Taitoria.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,
VICTORIA and VANCOUVER, B.C.

TO-DAY.

Sale, Furniture, Sales Rooms, Mr. V. I. Remond, 230 p.m.

Sale, Furniture, Sales Rooms, Mr. Geo. P. Lawmer, 2.30 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

18th August.

ON LONDON.—	Geographical Transfer	1.81
Bank Bill, on demand	1.81	
Bank Bill, at 30 days sight	1.81	
Bank Bill, at 6 months sight	1.81	
Credit, at 3 months sight	1.81	
Credit, at 6 months sight	1.81	
Documentary Bill, 4 months sight	1.81	
ON PARI.—	Bank Bill, on demand	2.18
Credit, at 3 months sight	2.18	
ON GENUARK.—	Geographical Transfer	1.77
ON NEW YORK.—	Bank Bill, on demand	42.1
Credit, at 60 days sight	43	
ON BOMBAY.—	Telegraphic Transfer	1.30
Bank, on demand	1.30	
ON CALCUTTA.—	Telegraphic Transfer	1.30
Bank, on demand	1.30	
ON SHANGHAI.—	Bank, at sight	7.3
Bank, 60 days sight	7.4	
ON YOKOHAMA.—	On demand	1.85 p.
ON MANILA.—	On demand	1 p.
ON SINGAPORE.—	On demand	1 p.
ON BATAVIA.—	On demand	104
ON FLACON.—	On demand	1 p.
ON BAHON.—	On demand	1 p.
ON LAMOK.—	On demand	601
ON HONGKONG.—	Bank's Buying Rate	\$114
ON LEAR, 10/16, per ton		\$85.2
ON SILVER, per oz.		22.7

OPINION.

18th August.

Quotations are—	Allow 10 p.m. to 1 p.m.
Malwa New	3900 to 3910 per picul
Malwa Old	3980 to 3990
Malwa Older	3100 to 3110
P. F. per wrapped	to
Persian fine quality	1600 to
Persian extra fine	to
Patna New	3917 to
Patna Old	3940 to
Benares New	3945 to
Benares Old	3925 to

VESSELS EXPECTED.

THE CANADIAN MAIL.

The C.P.E. steamer *Empress of India* arrived at Shanghai at 11 p.m. on the 15th inst., and left again at 7 p.m. on the 16th for Hongkong, where she is due to arrive at 8 a.m. to-day.

THE GERMAN MAIL.

The Imperial German mail steamer *Princess Irene* left Singapore on the 15th inst., at 11 a.m., and may be expected here to-day.

THE AMERICAN MAIL.

The T.K.K. steamer *Nippon Maru* from San Francisco to the 24th ult., via Honolulu, left Yokohama for this port, via Island Sea, on the 13th inst., at 11 a.m.

MERCHANT STEAMERS.

The O.S.S. steamer *Pyrrhia* left Singapore at 5 p.m. on the 18th inst., and is expected to arrive at this port to-day.

JOINT STOCK SHARES.

Hongkong, 18th August.

Company	Price	Quotation
Hongkong & Shanghai	125	125, sellers
Nat'l. Bank of China	27	27, sellers
A. Shares	27	27, sellers
B. Shares	27	27, sellers
Foun. Shares	27	27, sellers
Holl's Asbestos Co.	27	27, buyers
Campbell, Moore & Co.	27	27, buyers
China Light & Power Co., Ltd.	27	27, buyers
China Sugar	27	27, buyers
Cigar Companies	27	27, buyers
Alumina, Ltd.	27	27, buyers
Trust Co., Ltd.	27	27, buyers
Cotton Mills	27	27, buyers
Ewo	27	27, buyers
International	27	27, buyers
Loan Kung Mow	27	27, buyers
Boys' Club	27	27, buyers
Freewick & Co., Geo.	27	27, buyers
Green Island Cement	27	27, buyers
H. & C. Bakery	27	27, buyers
Hongkong & C. Gas	27	27, buyers
Hongkong Electric	27	27, buyers
H. H. L. Tramways	27	27, buyers
H. K. Water	27	27, buyers
Hongkong Hotel	27	27, buyers
Hongkong Ice	27	27, buyers
H. & K. Wharf & G.	27	27, buyers
Hongkong Rope	27	27, buyers
Insurance	27	27, buyers
Canton	27	27, buyers
China Fire	27	27, buyers
China Traders	27	27, buyers
Hongkong Fire	27	27, buyers
North China	27	27, buyers
Union	27	27, buyers
Yangtze	27	27, buyers
Land and Building	27	27, buyers
Hongkong Land Inv.	27	27, buyers
Hampshire Estate	27	27, buyers
Kowloon Land & B.	27	27, buyers
West Hong Building	27	27, buyers
London Sugar	27	27, buyers
London Invest. Co., Ltd.	27	27, buyers
Mining	27	27, buyers
Charbonnages	27	27, buyers
Jelebu	27	27, buyers
Pontong	27	27, buyers
Do. Reference	27	27, buyers
Baile	27	27, buyers
New Amoy Dock	27	27, buyers
Oriental Hotel, Manila	27	27, buyers
Powell, Ltd.	27	27, buyers
Hobson Pines Co., Ltd.	27	27, buyers
Seamship Coys.	27	27, buyers
China and Manila	27	27, buyers
Douglas Steamship	27	27, buyers
H. Canton and M.	27	27, buyers
Indo-China S. N.	27	27, buyers
Half Transport and	27	27, buyers
Trading Co.	27	27, buyers
Star Ferry	27	27, buyers
Lehau Planting Co.	27	27, buyers
United Asbestos	27	27, buyers
Do.	27	27, buyers
Universal Trading	27	27, buyers
Co., Ltd.	27	27, buyers
Watkins, Ltd.	27	27, buyers
Watson & Co., A. S.	27	27, buyers

VERNON & SMYTH, Brokers

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 18th AUGUST, P.M.

STATION.	Hour.	Barometer.	Thermometer.	Humidity.	Wind.	Weather.
Vladivostok	2 p.m.	30.00	68.0	88	0	0
Nagasaki	2 p.m.	30.00	68.0	88	0	0
Kobe	2 p.m.	30.00	68.0	88	0	0
Yokohama	2 p.m.	30.00	68.0	88	0	0
Manila	2 p.m.	30.00	68.0	88	0	0
Shanghai	2 p.m.	30.00	68.0	88	0	0
Hongkong	2 p.m.	30.00	68.0	88	0	0
Amoy	2 p.m.	30.00	68.0	88	0	0
Swatow	2 p.m.	30.00	68.0	88	0	0
Poochow	2 p.m.	30.00	68.0	88	0	0
Yokohama	2 p.m.	30.00	68.0	88	0	0
Manila	2 p.m.	30.00	68.0	88	0	0
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